



City of Santa Barbara California

CITY OF SANTA BARBARA PLANNING COMMISSION

RESOLUTION NO. 014-05

601 FIRESTONE ROAD
AIRFIELD DRAINAGE IMPROVEMENTS
COASTAL DEVELOPMENT PERMIT
FEBRUARY 24, 2004

**APPLICATION OF LEIF REYNOLDS, AGENT FOR CITY OF SANTA BARBARA, 601
FIRESTONE ROAD, 073-045-003, A-F, A-A-O, S-D-3, G-S-R AIRPORT FACILITIES,
AIRPORT APPROACH AND OPERATIONS, COASTAL OVERLAY ZONE, AND GOLETA
SLOUGH RESERVE ZONES GENERAL PLAN DESIGNATION: MAJOR PUBLIC AND
INSTITUTIONAL (MST 2004-00778, CDP2005-00001)**

The proposed project would improve drainage capacity on the Santa Barbara Airport airfield through the improvements: (1) replacement of existing undersized storm drains with larger drains in the same location; (2) installation of new storm drain parallel to existing drains; (3) modification of existing drain inlets to achieve desired elevation; and (4) modification or replacement of storm drain outlets and associated headwalls.

The project would be constructed during the period of May 1, 2005 to September 1, 2005. Construction activities would include pipe removal and installation, storm drain outlet work, dewatering, and temporary disturbance to approximately 139,705 square feet of Airport Property – of which 4,644 square feet would be Coastal Act wetlands and 900 square feet would be U.S. Army Corps of Engineers wetlands. The project would involve continued maintenance practices for the storm drain inlets, pipes, and outlets. Inlets are periodically inspected and obstructions (typically vegetation) are manually removed. If obstructive vegetation develops at the mouth of the outlet that could impede flow, the Airport manually removes the vegetation using hand crews. The Airport maintains a 15-foot long open area below each outlet.

The discretionary applications required for this project are:

1. A Coastal Development Permit to complete drainage improvements in the Appealable Jurisdiction of the Coastal Zone (SBMC § 28.45.009); and
2. A recommendation to the California Coastal Commission for a Goleta Slough Reserve (G-S-R) Coastal Development Permit for development within the Goleta Slough Reserve Zone for the portion of the project located in the Coastal Commission's Permanent Jurisdiction (SBMC§ 29.25.020(A.)).
3. The Planning Commission will consider approval of the Negative Declaration prepared for the project pursuant to the California Environmental Quality Act Guidelines Section 15074.

WHEREAS, the Planning Commission has held the required public hearing on the above application, and the Applicant was present.

WHEREAS, no one appeared to speak in favor of the application, and no one appeared to speak in opposition thereto, and the following exhibits were presented for the record:

1. Staff Report with Attachments, February 16, 2005.
2. Site Plans.

NOW, THEREFORE BE IT RESOLVED that the City Planning Commission:

- I. Approved the subject application making the following findings and determinations:

Findings for the Mitigated Negative Declaration:

- A. The Planning Commission has read and considered the Final Mitigated Negative Declaration together with comments received during the public review process. The Final Mitigated Negative Declaration reflects the Planning Commission's independent judgment and analysis. On the basis of the whole record (including the initial study and the comments received), the Planning Commission finds that there is no substantial evidence that the project will have a significant effect on the environment.
- B. Pursuant to Section §15074 of the California Environmental Quality Act Guidelines, the Planning Commission adopts the Final Mitigated Negative Declaration MST2004-00778.
- C. The Planning Commission approves the Mitigation Monitoring and Reporting Program, which will monitor compliance with the mitigation measures agreed to by the applicant and conditions imposed on the project in order to mitigate or avoid significant effects on the environment.
- D. The Planning Commission finds that the revised mitigation measure BIO-4 in the Final Mitigated Negative Declaration is equivalent in mitigating or avoiding potential significant effects and the mitigation measure will not cause any potentially significant effect on the environment.
- E. The custodian of the environmental documents and record of the proceedings upon which this decision is based is the Environmental Analyst for the City of Santa Barbara Planning Division located at 630 Garden Street, Santa Barbara and the Airport Department at 601 Firestone Road.

Findings for the Coastal Development Permit and Goleta Slough Coastal Development Permit:

- A. The project is consistent with the policies of the California Coastal Act because:
 1. There is no feasible less environmentally damaging alternative and feasible mitigation measures have been provided including the restoration of coastal wetland

and riparian areas at a 6:1 ratio (Coastal Act Policy 30233).

2. The project design is acceptable to the ABR and the scenic and visual qualities of coastal areas have been considered as part of this project and riparian areas shall be restored at a 6:1 ratio with native plants (Coastal Act Policy 30251).
 3. The project would minimize risks to life and property in an area of high flood hazard by improving the flow capacity the Santa Barbara Airport airfield, reducing flood hazards. The project would be consistent with requirements imposed by the Santa Barbara County Air Pollution Control District as standard dust control mitigation measures will be applied (Coastal Act Policy 30253).
 4. The project will increase the flood carrying capacity of the Santa Barbara airfield and will incorporate the best mitigation measures feasible. (Coastal Act Policy 30236).
 5. The project protects environmentally sensitive habitats against any significant disruption of habitat values as the wetland and riparian areas along the project area and areas adjacent to the project will be enhanced and restored (Coastal Act Policy 30240).
- B. In addition, the project is consistent with all applicable policies of the City's Coastal plan, all applicable implementing guidelines, and all applicable provisions of the Municipal Code because:
1. The project would reduce flood hazards by increasing drainage capacity from 20 cfs to 48 cfs (City Local Coastal Plan "Flooding", Part 1).
 2. The project is in a wetland area and is consistent with Coastal Act Sections 30233, 30230, and 30231 because it has a restoration component, a flood control benefit, and the effects of waste water discharge during construction have been addressed by a Storm Water Pollution Prevention Plan (Airport and Goleta Slough Local Coastal Plan Policy C-9).
 3. The project is designed to protect water quality and minimize impacts to coastal waters by incorporating measures designed to ensure that areas that provide important water quality benefits are protected (Airport and Goleta Slough Local Coastal Plan Policy C-12).
 4. The project has incorporated a Water Quality Management Plan, and a Storm Water Pollution Prevention Plan (SWPPP), which incorporates Best Management Practices to protect water quality, during construction. (Airport and Goleta Slough Local Coastal Plan Policy C-13).

5. The project has incorporated a Construction Phase Erosion Control and Polluted Runoff Control Plan, which is incorporated into the SWPPP, and is designed to minimize erosion and sedimentation (Airport and Goleta Slough Local Coastal Plan Policy C-14).
6. The project is consistent with the visual character of the surrounding area and the Santa Barbara Airport as the project area will be restored with native riparian and wetland plants and will not obstruct important public views (SBMC Chapter 29.87, and Airport and Goleta Slough Local Coastal Plan Policy E-1).
7. The project is consistent with the uses in the Airport Facilities (A-F), Airport Approach Operations (A-A-O), Goleta Slough Reserve (G-S-R), and Coastal Overlay (S-D-3) zones (SBMC Chapter 29.15, SBMC Chapter 29.04, SBMC Chapter 29.25, and SBMC Chapter 28.45).
8. Lastly, the project is consistent with all applicable policies and findings required by SBMC 29.25.050, Goleta Slough Reserve Zone Coastal Development Permit because:
9. The project is consistent with the City's Local Coastal Plan and all applicable provisions of the Municipal Code.
10. The project is consistent with the policies of the California Coastal Act because the project includes a restoration component, it is a flood control project, and is an incidental public use.
11. The proposed use is dependent on the resources of the environmentally sensitive area because the Goleta Slough is a major drainage system for the Goleta Valley and the Airport. The proposed project would facilitate and improve this hydrologic connection.
12. The project has been designed to prevent impacts which would significantly degrade the environmentally sensitive areas of the Goleta Slough. The project is compatible with the continuance of such habitat because a Storm Water Pollution Prevention Plan and Water Quality Management plan have been prepared and would be implemented. In addition, a restoration plan with a 6:1 ratio has been developed, which would reduce the effects of permanent impacts to less than significant levels.
13. A natural buffer area of 100 feet will be maintained in an undeveloped condition along the periphery of all wetland areas.
14. The proposed use will be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all

species of marine organisms adequate for long term commercial, recreational, scientific and educational purposes. Cofferdams will be installed during construction to protect such resources.

15. The proposed project includes adequate impact avoidance and mitigation measures to ensure protection of rare, threatened or endangered species that are designated or candidates for listing under State and Federal law and plants designated as rare by the California Native Plant Society.
16. There is no less environmentally damaging alternative to the proposed development, all feasible mitigation measures have been provided to minimize adverse environmental affects and:
 - a. All dredged spoils will be removed from the wetland area to avoid significant disruption to wildlife habitat and water circulation and the Storm Water Pollution Prevention Plan and Water Quality Management Plan will be implemented; and
 - b. Diking, filling or dredging in the Goleta Slough will maintain or enhance the functional capacity of the estuary as the project will enhance drainage.
17. The project will not channelize or substantially alter rivers or streams.
18. No archaeological resources are anticipated in the project area. However, a condition of approval requires the implementation of procedures to protect any resources that are discovered.
19. The proposed project will minimize any adverse effects of waste water discharges, run-off and interference with surface water flow as the Water Quality Management Plan would be implemented and a construction phase NPDES permit from the Regional Water Quality Control Board would apply to the project.
20. Sedimentation from the proposed project has been reduced to a minimum and is compatible with the maintenance of the wetland, as a Storm Water Pollution Prevention Plan and Water Quality Management Plan have been prepared and will be implemented.
21. The proposed project enhances public educational or recreational opportunities at the Goleta Slough because the Airport will provide funds to the Goleta Slough Management Committee to create a website that will provide valuable information to the public on the ecological resources and continuing research in the Goleta Slough.

II. Said approval is subject to the following conditions:

- A. **Uninterrupted Water Flow.** The Owner shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural water courses, conduits and any access road, as appropriate. The Owner is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a

manner that will preclude any hazard to life, health or damage to the Real Property or any adjoining property.

- B. **Landscape Plan Compliance.** The Airport shall comply with the Landscape Plan as approved by the Architectural Board of Review (ABR). Such plan shall not be modified unless prior written approval is obtained from the ABR. The landscaping on the Real Property shall be provided and maintained in accordance with said landscape plan.
- C. **Allowed Development.** The development of the Real Property approved by the Planning Commission on February 24, 2005 is limited to the drainage improvements and restoration shown on the plans signed by the chairman of the Planning Commission on said date and on file at the City of Santa Barbara.
- D. **Pesticide and Fertilizer Usage Near Creeks.** The use of pesticides and fertilizer shall be prohibited within the area draining directly into the Goleta Slough.
- E. **Storm Water Pollution Control Systems Maintenance.** The Owner(s) shall maintain drainage system, storm drain water interceptor and other storm water pollution control devices in accordance with the Operations and Maintenance Procedure Plan approved by the City Land Development Engineer.
- F. **California Department of Fish and Game Fees Required.** Pursuant to Section 21089(b) of the California Public Resources Code and Section 711.4 et. seq. of the California Fish and Game Code, the approval of this permit/project shall not be considered final unless the specified Department of Fish and Game fees are paid and filed with the California Department of Fish and Game within five days of the project approval. The fee required is \$1,250 for projects with Negative Declarations. Without the appropriate fee, the Notice of Determination (which the City is required to file within five days of project approval) cannot be filed and the project approval is not operative, vested or final. The fee shall be delivered to the Planning Division immediately upon project approval in the form of a check payable to the California Department of Fish and Game.
- G. **Public Works Submittal Prior to Building Permit Issuance.** The Owner shall submit the following or evidence of completion of the following to the Public Works Department prior to the issuance of a Building Permit for the project:
 - 1. **Provide for Uninterrupted Flow of Water.** The Airport shall provide for the uninterrupted flow of water through the Real Property including, but not limited to, swales, natural watercourses, conduits and any access road, as appropriate. The Airport is responsible for the adequacy of any drainage facilities and for the continued maintenance thereof in a manner, which will preclude any hazard of life, health or damage to the Real Property or any adjoining property.

2. **Implement Best Management Practices.** The Airport shall apply storm water quality control guidelines to the project per the Public Works Department Construction Project Best Management Practices.
 3. **Designate a Project Environmental Coordinator.** A representative from the City Public Works or Airport Department, approved by the City Planning Division, shall be designated as the Project Environmental Coordinator (PEC). The PEC shall be responsible for assuring full compliance with the provisions of the mitigation monitoring and reporting program to the City. The PEC shall have authority over all other monitors/specialists, the contractor, and all construction personnel for those actions that relate to the items listed in the Mitigation Monitoring Reporting Program.
 4. **Construction Conference Required.** The General Contractor shall schedule a construction conference prior to the initiation of construction. The Conference shall include representatives from the Public Works Department Engineering and Transportation Divisions, Building Division, Planning Division, the Property Owner, Biologist, Project Engineer, Project Environmental Coordinator, and Contractor.
 5. **Storm Drain Operation and Maintenance Plan Required.** The Owner shall provide an Operations and Maintenance Procedure Plan (describing replacement schedules for pollution absorbing filters, etc.) for the operation and use of the storm drain surface pollutant interceptor. The Plan shall be reviewed and approved by the Land Development Engineer.
 6. **Mitigation Monitoring and Reporting Requirement.** The owner shall submit to the City's Environmental Analyst a monitoring program for the project's mitigation measures, as stated in the Mitigated Negative Declaration for the project. A Project Environmental Coordinator (PEC) responsible for permit compliance monitoring must be hired and paid for by the applicant. The mitigation monitoring program shall include, but not be limited to:
 - a. A list of the project's mitigation measures.
 - b. An indication of the frequency of the monitoring of these mitigation measures.
 - c. A schedule of the monitoring of the mitigation measures.
 - d. A list of reporting procedures.
 - e. A list of the mitigation monitors to be hired.
- H. **Required Prior to Building Permit Issuance.** The following requirements shall be incorporated into the construction plans submitted to the Building and Safety Division with applications for building permits. All of these construction requirements shall be carried out in the field and completed prior to the issuance of a Notice of Completion:
1. **Regular Water Sprinkling During Grading.** During site grading and transportation of fill materials, regular water sprinkling shall occur using reclaimed water whenever the Public Works Director determines that it is reasonably available.

During clearing, grading, earth moving or excavation, sufficient quantities of water, through use of either water trucks or sprinkler systems, shall be applied to prevent dust from leaving the site. Each day, after construction activities cease, the entire area of disturbed soil shall be sufficiently moistened to create a crust. Throughout construction, water trucks or sprinkler systems shall also be used to keep all areas of vehicle movement damp enough to prevent dust raised from leaving the site. At a minimum, this will include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency will be required whenever the wind speed exceeds 15 mph (Mitigation Measure AQ-1).

2. Contractor and Subcontractor Notification. All contractors and subcontractors shall be notified in writing of site rules, restrictions and Conditions of Approval.
3. Design Review Requirements Included on Plans. Plan submitted for building permits shall show all design elements, as approved by the Architectural Board of Review.
4. Trucks Shall be Covered. Trucks transporting fill material to and from the site shall be covered from the point of origin (Mitigation Measure AQ-2).
5. Haul Routes Shall be Approved. The haul route(s) for all construction-related trucks, three tons or more, entering or exiting the site, shall be approved by the Transportation Engineer (Mitigation Measure AQ-3).
6. Treat Exposed and Graded Soil. After clearing, grading, earth moving or excavation is completed, the entire area of disturbed soil shall be treated to prevent wind pickup of soil. This may be accomplished by:
 - a. Sufficiently wetting the area down to form a crust on the surface with repeated soakings as necessary to maintain the crust and prevent dust pickup by the wind Seeding and watering until grass cover is grown;
 - b. Planting of native vegetation per plan;
 - c. Hydroseeding with native seed mixture (Mitigation Measure AQ-4.)
7. **Maintain Construction Equipment.** Construction equipment shall be maintained in tune per the manufacturer's specifications (*Mitigation Measure AQ-5*).
8. **Diesel Engines Should be Used if Feasible.** Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated "clean" diesel engines) should be utilized wherever feasible (*Mitigation Measure AQ-6*).
9. **Minimize Engine Sizes.** The engine size of construction equipment shall be the minimum practical size (*Mitigation Measure AQ-7*).

10. **Minimize Number of Construction Equipment Operating Simultaneously.** The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time (*Mitigation Measure AQ-8*).
11. **Catalytic Converters.** Catalytic converters shall be installed on gasoline-powered equipment, if feasible (*Mitigation Measure AQ-9*).
12. **Diesel catalytic converters shall be installed, if available** (*Mitigation Measure AQ-10*).
13. **Implement Emission Control Technologies.** Diesel particulate emissions shall be reduced using EPA or California certified and or verified control technologies like particulate traps (*Mitigation Measure AQ-11*).
14. **Use Diesel Equipment, if Feasible.** Diesel powered equipment should be replaced by electric equipment whenever feasible (*Mitigation Measure AQ-12*).
15. **Construction at Outlets Restricted to Begin After August 1st.** Construction at the storm drain outlets south of the airfield access road at Networks 1, 3, and 6 shall occur after August 1st or when Belding's Savannah Sparrow breeding behavior has finished, whichever is later. This determination shall be made by a qualified biologist. (*Mitigation Measure BIO-1*).
16. **Weed Management Required.** The Airport shall manage weeds in the upland areas (located outside the safety area and the restored seasonal wetlands) that are temporarily disturbed by installation of new or replacement storm drains associate with Networks 1, 3, and 6. Noxious weed cover in the disturbed areas along the pipe corridor shall be maintained at less than 20 percent cover for three years following construction. Weeding shall be accomplished by herbicide spraying, strategic mowing, weed whacking, and/or seeding with native plants. Noxious weed cover shall be measured quarterly during the 3-year maintenance and monitoring period to assess progress, and to allow for adjustment of weeding techniques, as necessary. (*Mitigation Measure BIO-2*).
17. **Work Restricted to Dry Season.** All construction activity shall be restricted to the period of May 1 to November 1 in order to protect aquatic habitats and natural communities from the impacts of dewatering activities (*Mitigation Measure BIO-3*).
18. **Discharge Requirements.** Turbid or sediment laden water, if present, shall be directed to a temporary settling pond prior to being discharged into the Goleta Slough. All groundwater collected in the pipe trench shall be directed to a temporary settling pond prior to being discharged to Goleta Slough. In lieu of a temporary settling pond, the Airport may discharge groundwater to grassy upland areas for percolation. The Airport shall collect grab samples from the water in the trench and from the water discharges to the slough (after settling) to measure key constituents: total dissolved solids, total suspended solids, Cu, Zn, Pb, turbidity,

and total petroleum hydrocarbons. Samples shall be acquired on a daily basis for the first 3 days of discharge, and then weekly thereafter, if groundwater is continuing to discharge to the pipe trench and this groundwater is discharged to the slough. Discharged water shall not contain sediment or pollutants that exceed water quality objectives in the RWQCB's Central Coast Basin Plan, or that are at levels that could adversely affect aquatic habitat in Goleta Slough as evidenced by precipitation of minerals, build up of algae, or mortality to aquatic organisms. The Airport shall acquire an NPDES dewatering permit from the Central Coast Regional Water Quality Control Board (RWQCB) if groundwater is collected in the pipe trenches and discharged into Goleta Slough (*Mitigation Measure BIO-4*).

19. **Cofferdams Required.** Cofferdams shall be used to protect the work areas at the storm drains from high tides. Cofferdams shall be constructed of inert materials (e.g. sand bags, clean fill) and placed in such a manner as to minimize physical disturbance to the channel substrate and any vegetation present on the channel bottom. For example, sandbags shall be manually placed around the storm drain outlet on top of the existing channel substrate and vegetation without excavation or use of heavy equipment. (*Mitigation Measure BIO-5*).
20. **Reduce Area of Impact to Protect Restored Seasonal Wetlands.** In restored seasonal wetland areas, reduce the width of the trench and the equipment corridor to a range of 15 to 18 feet for the short lengths of the pipe to minimize impacts to seasonal wetlands. (*Mitigation Measure BIO-6*).
21. **Restoration of Seasonal Wetlands.** The areas within the restored seasonal wetlands at Networks 1, 3 and 6 that are disturbed during construction shall be restored to pre-construction soil and plant conditions at a 1:1 ratio. The method of restoration shall be based on the extent of disturbance, as indicated below (*Mitigation Measure BIO-7*).
 - a. **Areas Where Vegetation Has Been Trampled By Workers, Vehicle Tires, and/or Temporary Side Casting.** If more than 60 percent of the existing plants in these areas are still viable, then these areas shall not be seeded. Instead, they shall be monitored on a regular basis for 3 years to observe natural recovery of the plants and to determine if weeding is required to prevent colonization by noxious weedy species, such as sow thistle, cheeseweed, bur clover or other undesirable weeds. Noxious weeds shall be removed from the disturbed areas on a regular basis (see below) to prevent their establishment and maturation to seed; the maximum noxious weed cover shall not exceed that of the adjacent undisturbed areas (estimated to be less than 10 percent in 2004). If, after three years, the overall native plant cover has not reached 75 percent of the pre-project conditions (estimated to be 90 percent in 2004), then these areas shall be seeded and monitored as described below in Item (b). Recolonization of the trampled areas shall be monitored on a bi-monthly basis during Year 1 of the 3-year monitoring period, and on a quarterly basis during the remaining two years. Vegetative cover by native plants, naturalized non-

noxious weeds (such as Italian ryegrass), and noxious invasive weeds shall be estimated separately using line transects placed across the disturbed areas to acquire a representative sample. Cover data shall be collected during each monitoring survey. These results shall be used to determine the timing and extent of weed removal to facilitate natural restoration. Weeding shall occur on an as-needed basis throughout the 3-year monitoring period in order to achieve the desired native plant cover.

- b. Areas Where the Vegetation was Removed and Bare Dirt Remains after Construction. In these areas, the Airport shall seed the disturbed areas with native plant species immediately prior to November 1. Weeds shall first be removed from the disturbed areas, and then the soil shall be scarified to a depth of 3 inches. Seeds shall be broadcast on the roughened soil, and then raked below the surface. Plants to be considered for seeding include pickleweed, alkali heath, alkali mallow, ragweed, quail bush, and alkali weed. Seeding shall occur in the first November following construction. Germination and plant establishment shall occur based on natural rainfall and temperature conditions, if feasible. However, the Airport may consider supplemental watering during the first winter if it appears that rainfall is insufficient to support emerging seedlings. The newly established seedlings shall be nurtured and protected during a 3-year monitoring and maintenance period that follows the seeding event. Noxious weeds shall be removed from the disturbed areas on an as-needed basis during the 3-year monitoring and maintenance period to prevent their establishment and maturation to seed; the maximum noxious weed cover shall not exceed that of the adjacent undisturbed areas (estimated to be less than 10 percent in 2004). If, after three years, the overall native plant cover has not reach 75 percent of the pre-project conditions (estimated to be 90 percent in 2004), then these areas shall be seeded one more time and monitored for another 3-year period.

- 22. **Habitat Restoration Required.** The channels located below the storm drain outlets shall be restored to pre-project dimensions if they are disturbed during installation of the new storm drain outlets (Networks 1, 2, and 6) or during installation of the new outlet (at Network 5). Banks adjacent to the new headwalls installed at Networks 3, 5, and 6 that are disturbed during construction shall be restored to a stable condition. The banks shall be protected from erosion due to precipitation, runoff from upland areas, or high tides. Native plants shall be restored to these disturbed areas such as pickleweed (lower slope), alkali heath (mid-slope), and quail bush (upper slope). Upon completion of the final grading and construction plans for each new outlet, a restoration plan shall be prepared for each location describing the bank stabilization, plant restoration methods and species, and a 3-year maintenance and monitoring program. The minimum performance criteria over the 3-year period shall be 75 percent native plant cover with no more than 10 percent weed cover. (*Mitigation Measure BIO-8*).

23. **Wetland Mitigation Requirements.** To compensate for the permanent loss of 40 square feet of pickleweed due to the installation of a new storm drain outlet for Network 5, the Airport shall remove non-native weeds and ornamental plants from the margins of the tidal pickleweed marsh located downstream of the new outlet. The area to be treated would encompass 240 square feet, using the Coastal Commission's typical wetland replacement ratio of 6:1. Areas to be restored include patches of mustard that are rooted on the margins of the pickleweed marsh, and large myoporum trees that have displaced native coyote bush and quail bush plants. Prior to construction, a restoration plan shall be prepared that identifies the specific location for weed removal, and includes a description of the weed removal method, a 3-year maintenance and monitoring program, and a contingency plan. The weeded areas shall be managed to encourage natural recolonization by adjacent native plants during the 3-year maintenance and monitoring program. At the end of this period, native plant cover shall be 75 percent or more, and non-native invasive plant cover shall not exceed 10 percent. (*Mitigation Measure BIO-9*).
24. **Herbicide Use Restriction.** Herbicides shall be mixed away from the vicinity of the channel and any other water way in case of a spill following all state requirements and manufacturer's directions for applications. (*Mitigation Measure HAZ-1*).
25. **Compliance with City IPM Program.** The applicant must demonstrate to the City Integrated Pest Management Committee that herbicides will be used only if they are found to be the least toxic viable alternative for weed control (*Mitigation Measure HAZ-2*).
26. **Construction Trip Scheduling Required.** Construction-related truck trips shall not be scheduled during peak hours (7:30 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.) to help reduce truck traffic on adjacent streets and roadways (*Mitigation Measure TC-1*).
27. **Establish Construction Routes.** The route of construction-related traffic shall be established to minimize trips through surrounding residential neighborhoods, subject to approval by the Transportation Manager (*Mitigation Measure TC-2*).
28. **Provide Location of Construction Parking.** The location of construction parking and storage shall be provided in locations subject to the approval of the Transportation Manager. During construction, free parking spaces for construction workers shall be provided on-site or off-site (*Mitigation Measure TC-4*).
29. **Maintain Construction Equipment.** All construction equipment, including trucks, shall be professionally maintained and fitted with standard manufacturer's muffler and silencing devices. (*Mitigation Measure NOI-1*)

30. **Construction Hours.** Construction (including preparation for construction work) is prohibited Monday through Friday before 8:00 a.m. and after 5:00 p.m., and all day on Saturdays, Sundays and holidays observed by the City of Santa Barbara as shown below:

New Year's Day	January 1 st *
Martin Luther King's Birthday	3 rd Monday in January
Presidents' Day	3 rd Monday in February
Memorial Day	Last Monday in May
Independence Day	July 4 th *
Labor Day	1 st Monday in September
Thanksgiving Day	4 th Thursday in November
Following Thanksgiving Day	Friday following Thanksgiving
Christmas Day	December 25 th *

*When a holiday falls on a Saturday or Sunday, the preceding Friday or following Monday, respectively, shall be observed as a legal holiday. When, based on required construction type or other appropriate reasons, it is necessary to do work at night, contractor shall contact the Chief of Building and Safety to request a waiver from the above construction hours, using the procedure outlined in SBMC § 9.16.015 Construction Work at Night. Contractor shall notify all residents within 300 feet of the parcel of intent to carry out night construction a minimum of 48 hours prior to said construction. Said notification shall include what the work includes, the reason for the work, the duration of the proposed work and a contact number (*Mitigation Measure NOI-2*)

31. **Applicant Required to Provide Notice.** The applicant shall provide written notice to all property owners, businesses and residents within 300 feet of the project and the City Planning and Building Divisions at least 48 hours prior to commencement of any noise generating construction activity before 7:00 a.m. or after 4:00 p.m. Monday through Friday. (*Mitigation Measure NOI-3*).
32. **Storm Water Pollution Prevention Plan Required.** The applicant shall prepare and implement a Storm Water Pollution Prevention Plan to maintain all sediment on site and out of San Pedro Creek. The plan shall be reviewed and approved by the City Environmental Analyst and the City Building Official. The plan shall include, at a minimum, the following erosion control measures identified below (*Mitigation Measure WE-1*):
- c. Install silt fence, sand bag, hay bale or silt devices where necessary around the project site to prevent offsite transport of sediment.
 - d. Bare soils shall be protected from erosion by applying heavy seeding, within five days of clearing or inactivity in construction.
 - e. Construction entrances shall be stabilized immediately after grading and

frequently maintained to prevent erosion and control dust.

- f. Establish fuel and vehicle maintenance staging areas on impervious surfaces located away from all drainage courses, and design these areas to control runoff.
 - g. Maintain and wash equipment and machinery in confined areas specifically designed to control runoff. Thinners or solvents shall not be discharged into sanitary or storm sewer systems. Washout from concrete trucks should be disposed of at a location not subject to runoff and more than 50 feet away from a storm drain, open ditch or surface water.
 - h. Minimize the area of bare soil exposed at one time.
 - i. The construction contract shall contain a provision that all motorized equipment shall be maintained and maintenance verified by the Project Environmental Coordinator prior to the commencement of work onsite, as well as regularly checked for leakage of hazardous materials. In addition, the work contract shall contain a provision that spill containment and clean-up materials shall be present at all times at the work site. Crews shall be informed of the importance of avoiding spills in the streams and the riparian area. No equipment maintenance or washing shall occur within the creek or adjacent native riparian vegetation area.
33. **Construction Limited to Dry Season.** Construction activity in the area where flows occur in the channels in the project vicinity shall be limited to the dry season months of July to October (*Mitigation Measure WE-2*).
34. **Recycling and Reuse of Materials.** Recycling and/or reuse of demolition/construction and green waste materials shall be carried out and containers shall be provided on site for that purpose during the construction period (*Mitigation Measure PF-1*).
35. **Goleta Slough Management Committee Website.** The Airport shall provide \$4,000 to the Goleta Slough Management Committee (GSMC) to create a website, which will showcase the ecological value of the Goleta Slough. The Website will highlight research projects in the Goleta Slough as well as restoration activities and current issues. Once the Website is created, the GSMC will provide a letter to the Airport stating that this condition has been met.
36. **Conditions of Approval Required on Plans.** All Planning Commission Conditions of Approval shall be provided on a full size drawing sheet as part of the drawing sets. A statement shall also be placed on the above sheet as follows: The undersigned have read and understand the above conditions, and agree to abide by any and all conditions which is their usual and customary responsibility to perform, and which are within their authority to perform.

Signed: _____

Property Owner

Date

Contractor

Date

License No.

Architect

Date

License No.

Engineer

Date

License No.

- I. **Prior to Certificate of Occupancy.** Prior to issuance of the Notice of Completion, the Owner of the Real Property shall complete the following:
 1. **Repair Damaged Public Improvements.** Repair any damaged public improvements (curbs, gutters, sidewalks, etc.) subject to the review and approval of the Public Works Department. Where tree roots are the cause of the damage, the roots shall be pruned under the direction of a qualified Arborist.
 2. **Complete Public Improvements.** Public improvements as shown in the improvement/building plans.

NOTICE OF COASTAL DEVELOPMENT PERMIT TIME LIMITS:

The Planning Commission's action approving the Coastal Development Permit shall expire two (2) years from the date of approval, per SBMC 28.45.009.q, unless:

1. Otherwise explicitly modified by conditions of approval of the development permit, or unless construction or use of the development has commenced.
2. A building permit for the work authorized by the coastal development permit is issued prior to the expiration date of the approval.
3. A one (1) year time extension may be granted by the Planning Commission if the construction authorized by the permit is being diligently pursued to completion and issuance of a Certificate of Occupancy. Not more than three (3) extensions may be granted.

This motion was passed and adopted on the 24th day of February, 2005 by the Planning Commission of the City of Santa Barbara, by the following vote:

AYES: 7 NOES: 0 ABSTAIN: 0 ABSENT: 0

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601 FIRESTONE ROAD
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I hereby certify that this Resolution correctly reflects the action taken by the City of Santa Barbara Planning Commission at its meeting of the above date.



Liz N. Ruiz, Planning Commission Secretary

8-11-05

Date

THIS ACTION OF THE PLANNING COMMISSION CAN BE APPEALED TO THE CITY COUNCIL WITHIN TEN (10) DAYS AFTER THE DATE THE ACTION WAS TAKEN BY THE PLANNING COMMISSION.